

MISSING PAGE

ORIGINAL DOCUMENT MISSING PAGE(S):

Sketch

Missing pgs

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

CD NO.

25X1A

DATE DISTR. 12 September 1950

NO. OF PAGES2

RETURN TO CIA
LIBRARY

NO. OF ENCLS: 1 sketch
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

25X1A

25X1X

1. The Constanta dockyard was formerly called the "Navy Repair Yard Constanta" (Santierul Naval de Reparatii Constanta); it belonged to the Rumanian Navy and was subordinate to the Ministry of Air and Naval Matters, later to the sub-secretariat of the Navy in the War Office. After World War II the dockyard was affiliated with the newly-established Soviet-Rumanian Sovromtransport shipping company. In technical respect the dockyard is subordinate to the Ministry of Industry. Its present official name is Santierul Sovromtransport Constanta (Sovromtransport dockyard Constanta). As the yard belongs to a Sovrom company, the nationalization of Rumanian industry on 11 June 1948 had no influence on its status.
2. The management is entirely in Soviet hands, and the expert technicians, et cetera, are also Soviets. The administrative staff is made up of about 70 percent Soviets, while the other 30 percent are Russian-speaking Rumanians. The technical staff consists chiefly of Soviet engineers plus a few Rumanians. The permanent number of workmen (excluding the permanent clerical employees and the technical staff) is estimated at about 150. The workmen are exclusively Rumanian, 10 percent of them being juveniles under 20 years of age. The crews of the ships under repair always lend assistance in repair work.
3. The shipyard is located on the western side of the harbor basin on the next-to-last quay facing south. It is located between the grain harbor on the north and the petroleum harbor on the south. On the west are the harbor sidings, and, at a distance of about 300 to 400 meters, are the boundaries of the harbor district at the foot of the steep coast; on the plateau above is a residential area and behind it the Constanta-Mangalia highway. From the harbor area are two yard-owned sidings and an approach road lead into the shipyard. The quay on which the yard is situated is a rectangle, about 300 meters by 100 meters.
4. The shipyard is engaged exclusively in repair work to ships and engines. Since 23 August 1944, only Soviet vessels have been repaired on reparations account. Orders are placed by the Soviet naval command in Constanta. Raw material, semi-finished products, and finished products for repairing ships are supplied by the Rumanian state and are stored on the quay of the shipyard. The electrical current for the yard is obtained from the public power plants. Daily working time is between eight to twelve hours. Work

CONFIDENTIAL

CLASSIFICATION ~~SECRET/CONTROL~~ U. S. OFFICIALS ONLY

STATE	X	NAVY	X	NSRB	DISTRIBUTION	
ARMY	X	AIR	X	PA		

This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.

Approved For Release 2001/11/26 : CIA-RDP82-00457R005800190015-6

Next Review Date: 2008

Date: _____

CONFIDENTIAL~~SECRET~~/CONTROL-U. S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

-2-

25X1A

is done partly in the workshops, partly on the ships and is chiefly manual.

5. The dockyard is guarded by Rumanian frontier-guard details. Admittance is refused to persons not employed in the yard unless they have been provided with special permits.
 6. The workmen obtain their work dress from the yard and eat in the harbor canteen. They are said to be well paid according to Rumanian standards.
 7. The legend of the attached sketch is as follows:
 - 1) A porter's lodge, six meters by four meters, located at the entrance gate. It houses the workers' time clock.
 - 2) Material storehouse Number 1, a wooden building 30 meters by 8 meters.
 - 3) Material depot Number 2, same dimensions as Number 1.
 - 4) Material depot Number 3, same dimensions as Number 1.
 - 5) Building with workshop for floating dock.
 - 6) Technical and administration offices of the yard, building 16 meters by 8 meters.
 - 7) The workshop, a wooden building 16 meters by 8 meters.
 - 8) The floating dock, the most vulnerable object in the shipyard. An old, stationary dock, 40 meters by 20 meters, it is capable of accomodating ships of not over 400 tons.
 - 9) A storehouse for nautical instruments, a building 10 meters by 6 meters.
 - 10) An open-air depot for various ship repair material.
 - 11) An electric swinging crane, supplied by the Soviets; cabin size three meters by three meters.
 - 12) to 15) Four small electric swinging cranes.
- All the buildings are wooden structures erected by the Soviets after the war.

CONFIDENTIAL~~SECRET~~/CONTROL-U. S. OFFICIALS ONLY